NEW YORK, SUNDAY, OCTOBER 15, 1899. - COPYRIGHT, 1899. BY THE SUN

BOERS OCCUPY NEWCASTLE.

ALSO INICE ATTACK MAFRKING, BUT ARE REPULSED THERF. gweive Thousand Boers Said to Have

Crossed the Orange Free State Border into Natal-Vigorous Boer Campaign Expected Sefore the Bulk of the British Troops Arrive-Transfer of Delagon Bay to Great Britain Said to Be Likely This Week Effect of This on the Campaign. Section Cable Despatchs to THE BUN.

LONDON, Oct 14.-The Boers have occupied Kewcastle, Natal. A despatch from Kimberley says that the Boers, under command of Gen. Cronje, made two attacks on Mafeking. They were repulsed

Lapysmith. Oct. 14 -Twelve thousand Boers bave crossed the Free State border into Natal,

The occupation of Newcastle by the Boers has been expected since Thursday. It is north of Ladysmith, the present headquarters of Gen Bir George Stewart White with the main British torce. Ladysmith is said to strongly entrenched position, and it is there that the first battle to check the Boer advance into Natai will probably be fought.

ERITIAH WERE NOT READY.

Real Advance On the Boers Not Expected Before Christmas—Plan of Campaign.

Sperial Cable Despatch to Tan Bun. LONDON, Oct. 13. - Discussion as to the relative merits of the British and Boer causes has almost ceased in this country. The physical fact of war now absorbs popular attention and upon this question all Britons are patriots. There will be no break in the support offered to the Government when Parliament meets on Tuesday, unless possibly the handful of Irish members seize the opportunity to proclaim their hatred of British institutions. The regular opposition may perhaps criticise the Government on its unreadiness in an emergency of its own creating, and this criticism would se fully justified, for it is becoming more evident daily that the British forces will not be prepared for the great advance before Christ-

The Army Corps, which is expected to march in one great column to Pretoria, will not begin to embark until Oct. 20 and much time must elapse after the arrival of the men before the Commissariat will be ready to keep the army supplied on the long march. Those who make light of the threatened delay assume that the Boer aggression in the meantime will be of little consequence and will be confined to Natal and the vicinity of the western frontier. This assumption is simply stupid. It is absurd to credit the Boers with the idiotic policy of issuing Tuesday's ultimatum and then sitting in the viginity of their own borders and waiting for an attack. There is no possible doubt that it is the Boer intention to carry on the most aggressive campaign practicable. They will week to enlist the Afrikander support throughout Cape Colony and carry the war as far south as possible before the bulk of the British forces

The British plan of campaign has been most successfully concealed thus far.

It is strongly probable that the British access tion of Deingon Bay, so long expected, will be ficially appounced on the assembling of Par-The Boers authorities expect this. No hint of the terms has transpired, but it is believed that the Portuguese authorities will endeavor to quiet the strong popular prejudice in that country against the deal by taking the attitude of yielding to superior force. It is safe to say that the price of German acquiescence is a substantial one.

If Delagon Bay becomes English property. then, according to some opinions, the chief British force will land there and march by the shortest route to Pretoria. THE SUN correspondent, who salled with Gen. Sir Redvers Buller to-day to accompany him throughout the campaign, is inclined to the opinion that nearestrail base on the southern boundary of the Orange Free State to Bloomfontein and thes to Johannesburg and Pretoris. Gen Str civers Buller is quoted as saying that he experte to "reach the latter city about the middle of February."

It was generally assumed by military men. until the past few days, that two forces of about equal strength would invade the Transvani from Natal and Kimberley, converging toward Pretoria and Johannesburg. The general plan will, of course, be disclosed as soon as Gen. Sir Redvers Builer reaches the Cape, seventeen days hence. If he lands at Cape Town the plan Will be a single great invasion from the south through the Orange Free State to Pretoria If he goes on to Durban it will indicate two converging columns from Natal and Kimberley. while if he goes up to Delagon Bay then it will be clear that the British will try to make the shortest land march to the Boer capital.

It is now apparent that the force at Gen. Sir Redvers Buller's disposal will number about 70,000 men. Against this, according to the best information now available, the Boers will muster 40,000 men in the two republics. How many they will draw from the Dutch of Cape Colony is mere conjecture, depending largely on their initial successes.

Estimates of the length of the war, even by litary men who know South Africa and the Boer character, vary widely. Some profess to believe that the fighting will be over by Christ mas, others say June, but a majority fix February for a cessation of hostilities.

It is impossible in Louden to hear but one opinion as to what the result will be. The only point discussed is how good a fight the Boers but up before succumbing to the inevitable On the other hand there is no great war excitement in Great Britain, such as marked the early days of the Spanish-American war in the United States. There is no lack of patriotism now that the war has begun, but the most prominent feature of the public sentiment at the present moment is the impatience at the ack of real information from the front and disgust at the sudden development of yellow entures in a large section of the press No effort of the imagination has been too absurd to spread before the public as a fact during the past three days. The result is popular indignation, which is already bringing the just penalties. The British publie is much less tolerant than the American of attempts at public deception, and to-day's protests are so emphatic that the evil is already checked, simply because it does not pay.

WRECK OF THE ARMORED TRAIN. British War Office Beports That the Engineer and One Native Escaped.

Ar erial Cuble Despatches to THE Stre. Lexion, Oct. 14:-The War Office to-night lasted the following statement regarding the armored trains, one of which was destroyed by he licers at Vryburg and the other reported from Eimberley as missing;

in recard to the wrecked armored train, the er and one native escaped. The former was wounded in the hand. Capt. Nesbitt was slight r wounded. The number of persons on the train who were captured by the Boers is unknown, but it is believed they were not in-

As to the other armored train which was reported as missing, it has returned to Kim-

BIMBERIET, Oct. 14.-The armored train Gastritis, Dyspepsia, Nausea, Dysentery. Satural Spring Water, 22 Bonver et. E. E.

which was destroyed by the Bours yesterday was named the "Mosquito." It was sent from Maseking on Thursday for the purpose of repairing the telegraph lines which had been cut by the Boers. The expedition was commanded by Capt. Nesbitt. and consisted of fifteen men of the Bechuanaland pro-tectorate field force and a skilled telegraph operator. At Kraal Pan the look-out saw a Boer battery commanding the track. Capt. Nesbitt determined to run the gauntlet and ordered the engineer to go ahead at full speed. The Boer artillery opened fire and at the same time a mine was exploded under the track and the train was derailed Cant Neshitt and his men returned the Rose fire. The Boers pounded the train with shells. The fight lasted four hours, at the end of which time there was no response from the British force, and it is feared they were all

GEN. BULLER OFF FOR THE CAPE. Prince of Wales at the Station to Bid the British Commander God-Speed.

Special Cable Despatch to THE BOX. LONDON, Oct. 14.—Gen. Sir Redvers Buller, who is going to South Africa to assume command of the British forces, started for Cape Colony to-day. He took a special train at Waterloo station at 2 o'clock this afternoon for Southampton, where he will embark for the Cape. Gen. Buller is accompanied by his daughter. Among those at the station to bid him God-speed were Gen. Lord Wolseley, Commander-in-Chief of Her Majesty's forces; Adjt.-Gen. Sir Evelyn Wood and the Marquis of

Granby. the Prince of Wales and the Duke of Cambridge, formerly Commander-in-Chief of the British army, drove up to the station. A huge crowd had assembled outside and when the Prince and Duke arrived they received a tremendous ovation. They had a last few words with Gen. Buller, speaking through the carriage window, and then the train steamed off

amid the prolonged cheers of the crowd. The War Office has made arrangements for the despatch of six transports daily for South Africa, beginning on Oct. 20. These transports are to be used to convey the First Army Corps to the scene of trouble. Under this schedule 9,000 troops will sail every day until the entire corps has been embarked.

SOUTHAMPTON, Oct. 14.-When the train from London arrived here with Gen. Bir Redvers Buller aboard there was a great demonstration There were at least ten thousand persons or the quay. They sang "God Bave the Queen" and "Ruis, Britannia," and as the transport Dunottar Castle steamed out of the harbon there was great cheering.

NO BATTLE AT TAN REENEN'S PASS. Gen. Sir George Stewart White Made a Beconnoissance, but Drew No Fire.

Special Cuble Despatch to THE BUR, LONDON, Oct. 14.-The War Department has received an official despatch from Gen. Sir George Stewart White, the present commander of the British forces at the front. Gen. White states that at 3 o'clock yesterday morning he made a reconnoissance in the direction of Van Reenen's Pass. The Boers made no attempt o come through the Pass and attack him. Gen. White, therefore, returned to Ladysmith, where he remains at present.

There has been no engagement between his ross and the Boors.

PRICE ON CECIL RHODES'S HEAD. Transvani Said to Have Offered \$95,000 for His Capture, Dead or Alive.

Special Cable Despatch to THE GUE. Lowpox. Oct. 14.-It is stated here that the Government of the Transvaal has placed a price of \$25,000 upon the head of Cecil Rhodes. the manager of the British South African Company, who is held by the Boers to be one of those primarily responsible for the trouble with Great Britain. The money will be paid to any Boer who will bring Rhodes in dead or alive.

FUND FOR TRANSFAAL REFUGERS.

S. Morgan Gives \$5,000 - Prince and Princess of Wales Give \$1,000 Each.

Special Cable Despatch to Tita Birs. LONDON, Oct. 14 .- J. S. Morgan has subscribed \$5,000 to the Lord Mayor's fund for the relief of the Transvaal refugees. The Prince and Princess of Wales have each

subscribed \$1,000 to the same fund. VALUE REPORT OF BOER LOSS. War Office Discredits Report of a Battle

Near Ladvamith. scial Cable Despatch to Tax Sur LONDON, Oct. 14.-The War Office discredits the story printed in the Echo to the effect that a battle between the Boers and British has edurred near Ladysmith and that 2,000

Boars were killed. BOXES BLOW UP MOLOPO BRIDGE Germans in South Africa Warned to Ob-

serve Strict Neutrality. Special Cable Despatch to THE SUN PRETORIA, Oct. 14.-The Boers have blown

up the Molopo railway bridge. The German consul has issued a proclamation to the effect that all Germans must preserve strict neutrality. Any German disregard-ing this will lose the protection of the Imperial

OBJECTS TO DUM-DUM BULLETS. Mruger Says He Will Protest to the Powers if the British Use Them

Special Cable Despatch to THE BUS Parts. Oct. 14.-A despatch from Pretoria states that President Krüger announces that if the British troops use dum-dum bullets he will address a protest to the Continental powers and the United States of America.

Boers Drive Out English Correspondents.

Special Cable Despatch to THE SUR. LONDON, Oct. 14 .- The correspondent of The l'imes at Pretoria has been escorted over the border by the Boers. The correspondent of the same paper at Volksrust will probably receive the same treatment.

Fear Explosives in Transport Coal.

Special Cable Despatch to Tun Sun. LONDON, Oct. 14 .- It is reported that the Admiralty is extremely careful in selecting stokers and firemen for the transports. This is owing to a story that secret agents of the Boers are placing explosives in the coal that is to be used in the transports.

THE CANADIAN CONTINGENT. Will Mobilize at Quebec and Start for

Durban on Oct 27. MONTREAL, Quebec., Oct. 14 .- It is officially announced that the Canadian contingent for the Transvaal will mobilize at Quebec and sail Transvaal will mobilize at Quebec and sail from that port for Durban on Oct. 27, a week from next Friday. The volunteers will exther at Quebec on Tuesday, the 24th, and will have quarters in the Citadel. The Governor-General has expressed a desire to review the contingent before its departure and will probably do so on the day of sailing. Lieut-Coi. Otter of Toronto has consented to act as Major in command of the Canadian contingent.

The Government has received the offer of a French Canadian company complete for service in South Africa.

French Premier's Mother-in-Law Dead. special Cable Desnatch to Tun Stru.

PARIS, Oct. 14.-Mme. Charcot, the widow of Or. Charcot and mother-in-law of Premier Valdeck-Rousseau, is dead.

E. & W. ▲ Wide Scamed Collar,—Adv.

CROKER PLAYING LEADER.

IT'S TO TIM THE STATE BRYAN PARTY GO PRTITIONING.

and He Turns Them Down with a Bang-Murphy Joins the Headache-Dodgers

-Hill Will Se on the Horizon Again-Danforth Opens State Headquarters. "Uneasy lies a head that wears a crown." quoted the Hon. Edward Murphy, Jr., as he stretched himself lazily before going down to breakfast at the Hoffman House yesterday

norning. "Dat's so, boss," ventured his valet, "it do seem as if mos' de Dem'erats 'round these parts is a-dodgin' a headache."

Ex-Senator Murphy had already read and ondered over the declaration of the Hon. Richard Croker that Murphy and nobody elecwas the State leader of the Democratic party destined to wear the silver crown thrust upon Mr. Croker by the Hon. David B. Hill, its late owner. Mr. Murphy looked a bit weary as he valked into the dining room at the Hoffman and said to the questioners who held him up now and again: "I am not the State leader or any other kind

of a leader. I am not even at the head of a county organization. When I was chairman of the State Committee I was officially the leader of the party in the State, just as Frank Campbell is officially the leader now. But I have been out of the leading business for some

This declaration of ex-Senator Murphy, taken with the emphatic declaration of the Hon. Elliot Danforth that the Hon. Frank Campbell, Chairman of the Democratio State Committee, was without the leader of the Democratic party of the State of New York, would, under ordinary circumstances, affix to the maniy brow of the Hon. Frank Campbell the silver crown. But when the Hon. Richard Croker was questioned again yesterday and asked again who should wear the crown, he said: "It doesn't seem to and on anybody, does it?" And replying to the further question, "Do you still regard Mr.

durphy as leader?" he replied: "Most certainly I do. There is no other State eader and there hasn't been for a long time." "But Senator Murphy says that Chairmen

Campbell is the man," said the reporter. "Oh, Murphy is having his little joke," said fr. Croker. "He's having fun with the boys. He's the leader sure enough."

It certainly did look last night as if all the Democrats hereabouts were dedging a head-

The Hon, David B. Hill will arrive in New York about the middle of this week. It is parely possible that this fact will induce somebody to grab the silver emblem before he gets

It may be noted that while the Hon. Richard Croker scorns the crown of leader he nevertheless does not hesitate, when loccasion demands, to assume some of the responsibilities of that very responsible post. For instance, Mr. Croker yeaterday refused to sanction an agreement which it was asserted would have taken out of the field the so-called Bryan Democratic party of the State of New York. Mr. Croker was approached at the Democratic Club by a number of the eminent gentlemen who run that party with a proposition something like this. They said, individually, for they came one at a time, that they were willing to settle all the trouble present and prospective, provided Mr. Croker would arrange to have, say flive or six, of the Bryan Democratic party leaders elected delegates to the National Convention. They told Mr. Croker that they knew he was playing straight in the matter of the Chicago platform. 16 to 1, no government by injunction and all, and that really all that they wanted was a few of the places on the ticket next year. In return for these they would turn over to Mr. Croker and Tammany Hall the full airength of the Bryan Democracy.

Mr. Croker, as aming the tone and the manner that should mark a leader of the Democracy of the State, said in effect that they must be crazy. He said that he proposed to keep his hands off the election of delegates and that the conventions called for the election of those officials would choose them.

The Bryan men said that they might be satisfied with three delegates. Mr. Croker said that they would say the same of the second of the satisfied with the convention. Then those gentlemen hinted that the comply with their request might save Mr. Croker the trouble of dealing with a contesting delegation. Wherevore his work of the personality as well as the Democratic party in the nation was not satisfied with the nonesty and the integrity of the Democratic party in the nation was not satisfied with the nonesty and the integrity of the Democratic of the State of New Tork, was loya It may be noted that while the Hon. Richard Croker scorns the crown of leader he nevertheless does not hesitate, when a occasion

active part in the campaign?" asked the reporter.

"Well," said Mr. Danforth. "I'm going to try to get him down here at the first opportunity. I'm anxious to have him as soon as possible."

Mr. Danforth would not say when he expected Mr. Campheli back. He said that the Hon. John A. Mason, who was chairman of the Executive Committee in 1895, would be on his staff this year as a sort of deputy chairman, and that he would select the other men who were to make up his staff to-day or Monday. He wouldn't name any of the men that would be likely to be on it.

to make up his staff to-day or Monday. He wouldn't name any of the men that would be likely to be on it.

Mr. Danforth had a conference on Friday evening with Croker and Murphy, and their talk must have been satisfactory, because previous to that conference. Mr. Danforth had said that he would not accept the post of executive chairman unless his election was satisfactory to the Croker-Murphy faction. Mr. Danforth said that he did not know anythine about the proposed visit of ex-Senator Hill next week. Some of Mr. Hill's friends at the Hoffman House said that the sags was coming down to attend to some law business and that he would pay no attention to politics until after he had finished with that. He would, however, undouktedly visit the State headquarters to see how things were getting on. Ex-Senator Murphy and Mr. Croker went to the races together yesterday.

were getting on. Ex-Senator Murphy and M Croker went to the races together yesterday. TICKET SCALPERS, TAKE NOTICE! You Will Be Presecuted if You Counterfelt This Copyrighted Seal

railroads centring in Chicago have devised, and had copyrighted, a special seal with an embossed design similar to the lathework used on paper money, for the purpose of overcoming the forgeries and other frauds hereto fore committed by scalpers and ticket specu-lators in connection with the return portions of tickets sold at reduced rates to national conventions and large gatherings of various

kinds.

This send is intended to prevent the counterfeiting of ticket stamps and forging of signatures that has, at different times, been so
skilfully performed by the scalpers as to deceive conductors. If the seal should be counterfeited, the counterfeiters will be prosecuted in the United States courts instead of, as heretofore, in the State courts. At the Yacht Races.

Irroy Brut Champagne and King William Scotch Whisker (V. O. P.; served on all the boats.—Adv.

"Clad in parments of russet, crimson and golden," the mountains along Hudson liver Day Line .— 4ds.

LOOMIS SANITAKIUM BUNNEL The Administration Building Entirely

Destroyed-The Cottages Saved. MONTICELLO, N. Y., Oct. 14.-The Administration building, a gift of J. P. Morgan to the comis Sanitarium in Liberty, Sullivan county, was entirely destroyed by fire at noon to-day. The fire started in the north end of the building and is supposed to have originated from the explosion of an alcohol lamp, and the burn ing oil caused the fire to apread with great rapidity. Nothing is left of the building ex-

ept the stone work and chimneys. Fortunately just at the moment the fire broke out the patients were out for their daily onstitutional. Dr. Stubbert, the superintendent, and the assistant physicians were in the main office, and with the assistance of several attendants succeeded in removing all of the patients from the upper floors who were unable to leave their beds. Patients who were able turned in and assisted in saving the furniture from the first floor, but lack of assistance prevented the removal of the heavier articles and they were destroyed. When assistance finally arrived from Liberty the building was entirely enveloped in fiames, and the people formed bucket brigades and directed attention

formed bucket brigades and directed attention to prevent the flames from communicating to the sottages and other buildings.

Nine cottages, the gifts of wealthy New York people, surrounded the destroyed building. The Sloan cottage, Irving cottage, Winthrop cottage and others were saved by the persistent efforts of the Liberty Firs Department and a bucket brigade. The loss is about \$75,000 and the Insurance \$50,000. Over 100 patients are now at the sanitarium. Carpenters are at work building a temporary structure for the patients who were in the Administration building. Two firemen, John Kelbourne and Lester Hasbrouck, were badly injured.

Kelbourne and Lester Hasbrouck, were badly injured.

At the city branch at 104 West Forty-ninth street it was said last night that at the last accounts there were between seventy-five and eighty patients at the sanitarium in Liberty. The staff of four physicians was in charge of Dr. J. E. Stubbert. No list of the names of the patients is kept here, all the records being in the hands of Dr. Stubbert. The sanitarium consisted of one main building of stone—the Loomis Memorial—a casino and nine cottages. The main building was used as a dispensary and dining hall and as a residence for the physicians. Only one or two patients lived in it, the rest being lodged in the cottages. These were at some distance from the main building. The main building was built about three years ago at a cost of about \$250,000. None of those at the sanitarium were bedridden patients, as only incinicit cases of consumption are treated there.

The Loomis Memorial or Administration Building was built of stone, and at ablet in the main hall bore the inseription: "Erected in loving memory of Alfred L. Loomis. M.D." It was the gift of J. Pierpont Morgan. There are ten other buildings—the Casino, the gift of Mrs. George Lewis; the Sloape Cottage, the gift of Mrs. William Douglas Sloane; the Marey Lester Cottage, the gift of Mrs. A.D. Kellog; the Kellog Cottage, the gift of Mrs. A. P. Kellog; the Winthrop Cottage, the gift of Mrs. A. P. Kellog; the Winthrop; the Irvin Cottage, the gift of Mrs. Richard Irvin; the Hillside Cottage and Winthrop: the Irvin Cottage, the gift Richard Irvin: the Hillside Cottage and

LETTER FROM GEN. JOUBERT.

'If There Is No More God in Heaven" Then Shall the Afrikander Nation Perish. A copy of the resolution adopted at the Carnegie Hall meeting on Wednesday asking that the United States tender their good offices to avert war between Great Britain and the South African Republic has been forwarded to President McKinley by Augustus Van Wyck, president of the meeting, and George W. Van Sicklen, secretary. Mr. Van Sielen tried to cable to Gen. Joubert yesterday, but the English censorship at the Cape stopped the message. Mr. Van Sickien has received this enter from Gen. Joubert:

"DEAR SIR AND FRIEND: Your letter of Aug. 5, '99, came to hand, I thank you for it and for the opportunity given to me to remove and to contradict a great misunderstanding or wrong representation, viz. that I am in favor of England and therein differ from President Krüger. That is absolutely untrue. If President Krüger and I differ, then it may be in some of our opinions, but the maintenance of our self-government and the defence of our independence lie equally close to the heart of

each of us. fore England has begun to fire her cannon upon us, and then we shall have the commencement of the fight, but our God in heaven only

knows what the end will be. "We read in the English newspapers of all the auxiliary troops which are offered to Mr. Chamberlain from all countries and colonies and that Canada, Australia, &c., all will aid to sweep away from earth the little handful of Boers, so that if there is no more God in heaven who is able to protect the Boers against this force, then shall the name of the Boers, or rather of the Afrikander nation, be no longer heard of. Your obedient servant and friend, P. J. JOUBERT."

"PRETORIA, Sept. 11. FOR THE SAFETY OF THE QUEEN. Horses of the Royal Stable Taught not to

Fear Automobiles. Special Cable Desputch to THE STY. Lownon, Oct. 14 .- Few lives in this world are watched with such care as the Queen's and those of the members of the royal family. This is an old saying, but it is particularly true in he case of what might be called automobilism. which as yet is only a hobby in this country. Still steps have just been taken to protect her Majesty from any danger while driving through

the use of automobiles. All the horses in the royal stable have been drilled in the presence of an automobile. The horses in the three stable-yards at Windsor were first led and then driven around a stationary ear. Then the ear was propelled around the horses. Finally the car was moved between the horses in a dangerous way as they stood near each other. The automobilist finally made the car as objectionable as possible. The horses were very amenable as they had already been schooled to such noises as the playing of bands, the noise of cannon and railroad trains and the cheering of crowds. The best bred horses proved to be the least sensitive to the novelty, a pure bred Arab stallion showing the least concern of all.

WILLIAM MARTIN INJURED. Thrown Against a Fence While Blding in the Mendowbrook Hunt.

HEMPSTEAD, L. I., Oct. 14 .- At to-day's run of the Meadowbrook Hunt Clab, Mr. William Martin fell with his horse against a fence and was picked up unconscious. In falling he struck the fence with his left side and the horse fell against him. He was taken to Garden City, where he lives in bachelor apartments, and it was found that, though no ribs were broken, he received contusions which caused him much pain. It is feared that some nternal trouble will develop. Mr. Martin is the son of William R. H. Martin of Rogers. Peet & Co.

FOR CARE OF MAN AND MOVEY, \$2. Kennedy Couldn't Trust Himself ta a Hotel with His \$50,700. The police officials at the Fulton street

station in Brooklyn almost got a shoek on Friday night when a man, who said he was Richard J. Kennedy of 122 Seventh street, Washington, staggered in, and although he had \$50,000 worth of United States bonds and \$700 in bills in his pockets, asked to be put in a cell for the night. While admitting that he was drunk, he said he had sense enough left to realize that he would be safer there than in a hotel. His pile was depicted to the extent of \$2 by Magistrate Brenner yesterday. \$2 by Magistrate Brenner yesterday

A Train Every Hour From Grand Central Station, along the Hudson River, through the Mohawk Valley to Buffalo and the West, by the New York Central.—Adu, SINTING AND PUBLISHING ASSOCIATION. -THIRTY PAGES.

LOOTED BY TRAIN ROBBERS. SAFE IN AN EXPRESS CAR BLOWN OPEN WITH DYNAMITE.

Hold-up on the Northwestern Railroad Forty-seven Miles from Chicago-Signal Operator Gagged-Brakeman Escapes and Uses His Shirt to Stop a Freight.

CHICAGO, Oct. 14.-Nearly every detective in the employ of the Pinkerton local agency, nine-tenths of the city detective force and bloodhounds and a large number of armed men, who were pressed into service or volunteered, are scouring the country for miles in a radius from the place where the robbery of the Northwestern Railroad's Fast Mail took place last night. Four men in true Jesse James style held up the train, dynamited the American Express Company's safe in the express ear and escaped with each variously reported at from \$1,000 to \$30,000. The robbery occurred at a switch between Maple Park and Elbury

stations, forty-seven miles west of Chicago. Up to a late hour to-night no trace of the robbers had been discovered. Three tramps were arrested early this morning at Elmhurs station on suspicion of being connected with the robbery, but they proved to the satisfactio of the detectives that they knew nothing of it and were miles away from the scene when it occurred. They were not released from custody, however, and will be held to await further developments.

This afternoon the Northwestern Railroad and American Express Company's officials, at a conference in the Northwestern offices, deeided to offer jointly a reward of \$5,000 for information leading to the arrest and conviction of the robbers.

The circular issued publishing the reward as follows:

\$5,000 REWARD. The above reward will be paid for information leading directly to the arrest and conviction of the parties who on the night of Friday, Oct. 18, 1899. "held up" the fast mail train of the Chicago and NorthwesternBailwayCompany near Maple Park, Ill., and robbed the safe of the American Express Com be paid for information leading directly to the arrest and conviction of each of the parties impli cated. If any arrests are made, communicate im mediately with Pinkerton's National Detective Agency, 201 Fifth avenue, Chicago, or with either o the undersigned:

CHICAGA AND NORTWESTERN BAILWAY CO., By J. M. WHITEMAN, General Manager. AMERICAN EXPRESS COMPANY, By A. ANTISDEL, General Manager.

CHICAGO, Oct. 14, 1889. At 11:30 o'clock last night Operator O James, sitting in his little room in Tower W. midway between Elburn and Maple Park, was startled by the advent of a party of masked men, who, with drawn revolvers, commanded him to throw the semaphore so that the fast mail would be stopped by the danger signal. James demurred, and told the men that the approaching train was a freight; but the leader of the band, evidently a railroad man, llooke out of the window, listened to the rumble of the train and then fixed the signals himself This done, the operator was bound and gagged. and his instruments were destroyed with hammer.

The men left the tower as soon as the train drew up before it. While Engineer Daniel White and Conductor Frank Keefe were looking around trying to find the cause of the danger signals they were confronted by the men. who ordered them to throw up their hands. Another masked man stepped upon the platform of one of the mail cars and pointed his

armed and the eight mail clerks were locked n the two cars so that they could not escape in the two cars so that they could not escape, Fireman Joseph Jewell, the engineer, the conductor, the messenger, his helper and the two brakemen stood helpless. At each movement they were confronted with a revolver in the hands of a vicious-looking desperado. The operator in the towerstruggled ineffectually to free himself from the cords which bound his hands and to loose the gag which stifled his eneach.

When the robbers and their victims were

hands and to loose the gag which stilled his speech.

When the robbers and their victims were lived up at a safe distance there came a deafening report. Parts of the express car filled the air, and one end of it was wrecked. The sand on top of the dynamite, however, caused the force of the explosion to be directed downward for the most part, so there was not much danger of the watchers being injured. As soon as the smoke had cleared away, one of the robbers turned to the express messenger and asked him for a chew of tobacco. After it had been given to him, he and his companions entered the car and surveyed the scene.

At this time brakeman Abraham Palmer managed to clude the vigilance of his guards for a moment and escaped unobserved under the last car of the train. Before his absence had been noticed he valided over a feace into a cornfield and ran away from the track. When one of the bandits saw him disappear in the darkness he fired at him twice, but neither shot took effect. Palmer ras half a mile and then he thought of a plan to inform the officials in Chicago. A fast freight was about due, bound east, and the chances were that it would pass the lower so rapidly that the crew would not observe anything wrong with the mail train. Without a lantern to flag this freight Palmer was puzzled to find a way to stop it so that he could go to Elburn and telegrand then was to Chicago. Then he thought of a scheme. He stopped, divested himself of his shirt and rolled it up into the shape of a loroi. He reached the tracks just as the train came in sight. Lighting his shirt with the last match he had, he stood between the rails and waved the flaming signal until the train atongol and let him climb aboard. Within half an hour after the robbery occurred the news was in the possession of the railroad officials in Chicago.

After the robbers had stuffed their pockets with jewelry and mutilated money they

news was in the possession of the railroad officials in Chicago.

After the robbers had stuffed their pockets with lewelry and mutilated money they climbed aboard the engine. Engineer White noticed that the leader seated himself in the cab like a trained railroad man and handled the machinery with familiarity. The engine was detached from the rest of the train and when the party was aboard it started west, the robbers shouting back mocking messages to the trainmen beside the track. Two miles this side of Cortiand the robbers abandoned the engine and left it standing in perfect order.

If the robbers attempt to spend any of the money they see tred they will probably have a difficult time in finding any one willing to change it for them, as most if not all of it, was badly mutilated by the explosion. A bundle, or what was once a bundle of bills, aggregating nearly \$2,000, was recovered by attaches of the express company, and it was in such shape that it will have to be exchanged for new notes. The money had been blown through the bottom of the car and was found imbedded in the earth between the railroad lies. As the angle was shattered, it is shought that all of the money the strong box contained together with the articles of lewelry which it also held, were rendered practically useless—at least in the hands of strangers who might be suspected of complicity in the train holdun. Torn currency can be found for rods around the scene of the holdun. On the tender of the engine this morning particles of a ten-dollar note were picked up with parts of blockened jewelry. A package of \$400 was found in the car in good condition, the robbers evidently having overlooked it when they took their departure.

The railroad officials believe the robbers intercented the wrong train. The one which follows After the robbers had stuffed their pockets they took their departure.

The railroad officials believe the robbers in-

The railroad omniais believe the robbers in-tercepted the wrong train. The one which fol-lows the Fast Mail half an hour later usually carries a great deal more money than the one which was held up last night. A despatch from DeKaib, Ill. this evening announces that the Sheriff of Kane county has captured three suspects near Lily Lake. They were hiding in a haystack when discovered.

JAMES H. ECKELS RUN OFER.

Accident to the Former Comptroller of the Currency-Injuries Not Serious.

James H. Eckels, ex-Comptroller of the Curency and President of the Commercial National Bank of Chicago, was knocked down and run over late yesterday afternoon in Fifth ave-

nue at Twenty-eighth street by a Dodd's express wagon. His injuries are not serious. Mr. Eckels has been in the city for a week and is at the Holland House with Mrs. Eckels. He had been walking down the west side of Fifth avenue alone and was crossing Twenty-eighth street, when the express wagon came from the east at a great pace. The horse knocked him down and two wheels passed over his Bystanders picked him up and carried him to the sidewalk. His nose was bleeding, his clothes were covered with dirt, and he was in

considerable pain. The ambulance that was summoned took him at his own request to his hotel. There he was put on an invalid's chair at the door and carried to his room. Dr. Joseph D. Bryant, who was called in, told Mrs. Eckels that her husband's injuries were not in the least serious and were only bruises.

The driver of the express wagon was Clarence Leviness. He was arrested and, as the banker's injuries were at first thought to be serious, was taken before Mr. Eckels in his room and identified. Mr. Eckels declined to make a complaint, but the police held Leviness for reckless driving.

ALFRED VANDERBILT IN NEWFORT. Greets His Mother and Others of the Family at "The Brenkers."

NEWPORT, R. I., Oct. 14.-Alfred G. Vanderbilt, second son of the late Cornelius Vander-bilt, who has just returned from Japan, arrived in Newport at 5:40 o'clock this evening in his private car, which was attached to the regular Boston train. Mr. Vanderbilt was met at the depot by his brother-in-law, Mr. Harry Payne Whitney, and entering the closed carriage. the two were driven to "The Breakers." Mr. Vanderbilt was accompanied by two of his closest friends, Mr. Robert L. Gerry and Mr.

Potter Palmer, Jr. The meeting between mother and son was in the privacy of their home. Those who are at "The Breakers" are Mrs. Cornellus Vanderoilt, Alfred G. Vanderbilt, Reginald Vander-Harry Payne Whitney. It was expected that Senator Chauneey M. Depew would arrive with Mr. Vanderbilt but he did not come. not even arriving on the later trains or boats. Mr. Reginald Vanderbilt arrived from New Haven at 7 o'clock, his trap being at the wharf to meet him. bilt, Miss Gladys Vanderbilt and Mr. and Mrs.

him.

The fact that Senator Depew did not come leads to the belief that the reading of the will to Alfred Vanderbilt will not take place at Newport. The Sun's correspondent asked Mr. Whitney whether the family conference would be held here or at New Tork and he said: 'I really don't know.' It is the general belief now that the Vanderbilt car will remain here over Sunday and on Monday will leave for New York with the entire family when the will will be offered for probate. Mr. Cornelius Vanderbilt, Jr., has not arrived here, as he probably would, If any action was to be taken.

WASPS HOLD UP A TRAIN.

Take Possession of a New Haven Accom medation-Two Cars Taken Off. New Haven, Conn., Oct. 14.- The experience of the passengers who left here for New York on the 8:40 A. M. accommodation train yesterday was very lively for a time. A swarm of wasps held up the train at Stamford. The train was due in Stamford at 9:53 o'clock. When the train pulled into Stamford the trainmen were obliged to side track two cars and substitute others.

Another masked man stepped upon the platform of one of the mail cars and pointed his revolver at James McGraw, one of the brakemen. In an instant McGraw had swung his lantera upon the bandit's face, almost felling him. A shot which just missed the brakeman's head put a stop to further resistance on his part, and he stepped up beside the engineer and the conductor.

Meantime three men had entered the American Express Company's car, had quisted Messenger F. A. Hopson and his assistant, who showed fight at first. They ordered Hopson to unlock the safe, threatening to shoot him if he refused. The messenger would not obey. Two of the robbers then left the car and returned with dynamite aticks and three heavy bags et sand. They placed the explosive on top of the safe, covered it with the sand, attached a fuse and then walked some distance away.

During all this time there was only a slight attempt at resistance. The trainmen were unsured and the eight mail clerks were locked.

MISS LAURA M'LAUGHLIN TO WED. A Daughter of Hugh McLaughlin to Become

the Bride of Dr. James A. Roache. The wedding of Miss Laura McLaughlin, daughter of ex-Register Hugh McLaughlin, the veteran Democratic leader in Brooklyn, to Dr. James A. Rosche of 150 McDonough street. for which invitations were sent out yesterday, will take place on Wadnesday Oct 25. The ceremony will take place in the Pro-Cathedral in Jay atreet and Bishop McDonnell will officiate. A reception, which will be confined to the immediate relatives of the bride and bride-groom, will follow at the home of the bride's

proom, will follow at the home of the bride a parents in Remsen street.

Mr. McLaughlin has already made provision Mr. McLaughlin has already made provision for the future home of his daughter by the rurchase of a \$20,000 home at \$12 Jefferson avenue, and his wedding present will be a deed of the property. The marriage of Miss Nellie McLaughlin, his other daughter, to the late Dr. Alexander F. Carroll, more than ten years ago, was a notable event in Brooklyn. The wedding presents were so numerous and coatly that a hig granite vault was built under the sidewalk of the Carroll home in Washington avenue for their reception. Their value was variously estimated at from \$100,000 to \$250.000. From time to time there have been rumors of attempted invasions of the value by robbers and it is said that the choicest freasures are now in the keeping of a safe deposit company.

THAT AGUINALDO COMMISSION. Perry S. Heath Says the Plan Was to Place

Him in a Native Regiment. INDIANAPOLIS, Ind., Oct. 14.—Perry S. Heath, First Assistant Postmaster-General, was in this city for saveral hours to-day, and was asked regarding his statement in a paper, read before the Michigan Editorial Association, that a commission in the army had been offered to commission in the army had been offered to Aguinaido if he would put a stop to the revolution and use his influence in behalf of peace. In reply Mr. Heath said that the statement attributed to him was substantially correct and was made with the full knowledge of what it meant. He continued:

You may say for me that I was not talking for the Administration, but on my personal account and further, that I was not a not line.

for the Administration, but on my personal ac-count, and further, that I never at any time said that Aguinaldo was a bribe taker and an adventurer. It was the idea to organize at least one regiment of pative troops, and if Aguinaldo had held his men in check the in-tention was to make him a commissioned offi-cer. That is all there was of it."

UNION CIUR MAN ROBBET.

J. K. Whitaker Says His \$500 Watch Was Stolen on a Madison Avenue Car.

James K. Whitaker of 23 West Thirty-sixth street, reported to the Tenderloin police last night that he had been robbed of a gold watch the night before. Mr. Whitaker dined with some I tends on Friday gight and about 10 o'clock bearded a Malison avenue err at Forty-fourth atreet on his way to the Union Club, of which he is a member. Mr. Whitaker said that while on the car his watch was stales. He missed it when he reached the Union Club. He placed the value of the watch at \$500.

GERMAN ARMY'S BREAD.

To Be One-Third Wheat Flour lustead o All Rye, Because of the Cost. Special Cable Despatch to Tun Bun. BERLIN, Oct 14. - The price of rye is now so

high in Germany that the military authorities have ordered that the soldiers bread be two-thirds rye and one-third wheat four instead of all rye.

SOUND STEAMER BURNED.

PRICE FIVE CENTS.

THE NUTMEG STATE RACED FOR LIFE WITH A RAGING FIRE.

Four Persons Lost and Four Reported Missing - The Steamer Discovered on Fire Early Yesterday Morning on the Trip Here from Bridgeport-She Was Headed for Shore at Once and Beached Near Sands Point-City of Lawrence, the

Yacht Rismet and the Tug William

F. Reed Join the Work of Rescue-The Sound steamer Nutmeg State, Capt. Brooks, which left Bridgeport for New York at o'clock yesterday morning, with a cargo of brassware, cartridges, and dry goods, and from fifty to sixty passengers, and a crew of about forty, was found to be on fire when she reached Sea Cliff. two and a half hours later. The boat was immediately headed for the ong Island shore and in half an hour she was seached one mile east of Sands Point, where

she burned to the water's edge. Two passengers and two members of the crew are known to have lost their lives and four members of the crew were reported missing last night. Four passengers and the boat's freight elerk were more or less seriously injured. The dead are: Patrick Castey, first mate; Samuel Jayne, baggagemaster; unidentified woman and an unidentified child.

The missing are: Charles Anderson, watchman; Terrance Brady, deck boy; John Connors and John Murphy, deck hands.

The Nutmer State was steaming along well toward the Long Island shore, at a fourteenknot gait. A thick haze hung over the Sound. Capt, Brooks, who had been in the pilot house with the pilot, Theodore Weatherway, had stepped into his stateroom a few minutes after five to take a bath and change his clothes. He had been in his room perhaps fifteen minutes when Weatherway throat his head through the stateroom door and shouted:

"Captain, the boat's on fire forward of the smokestack!" Capt. Breoks was only partly dressed, but he rushed on deck and saw a cloud of smoke coming up through the ventilator around the smokestack. There were smoke and flames at the foot of the forward companionway on the

main deck. Just then, M. C. Brown, the head

cook, rushed up from the berth deck and shouted that the fire was between the forward cabin and the donkey ongine. Capt. Brooks immediately ordered that the passengers be awakened and then had a line of hose stretched down the forward companion way. A bucket brigade was sent to the berth deck, where the cook had reported the fire to be. It didn't take long to convince Capt. Brooks that he could not control the fire, so he headed the boat for the whore. After doing

this, he ordered the two lifeboats which the steamer carried cleared away. By this time the passengers were swarming from their staterooms to the saloon deck. Nearly all had been awakened from a sound sleep and were scantily clad. When they saw the clouds of smoke they became panicstricken Women screamed and men shouted and little attention was paid to the captain's order to go as far forward on the upper deck as possible and stay there. But from all accounts it would have made little difference how coolheaded the passengers were, many of them would have been unable to reach the forward part of the upper deck, as a result of the con-

duct of the steamer's twenty-five or thirty freight handlers. As soon as Capt. Brooks had ordered everybody forward these freight handlers made a wild rush for places of safety. They pushed women and children aside and knocked down such men as they could and who happened to be in the way. They were completely beyond the control of Capt. Brooks and his officers. In speaking of the conduct of these men yester-

day afternoon Capt. Brooks said: "The only way to control such men is to kill

Throughout all this thelife boats were being lowered, one forward and one att. The box boat was lowered first. As nearly as can be estimated about twenty-five persons were crowded in it, most of them women. Those handling the falls slacked away too fast at the stern davits while the bow of the boat was held high in the air and in a twinkling all hands were dumped into the water.

As quickly as possible a liferaft was lowered. There was a scramble for this among those who were struggling in the water and it became so heavily weighted that it seemed about to sink. It was here, according to the stories of several of the passengers, that the freight handlers misbehaved themselves particularly. It is asserted that many of them jumped into the water and pushed women from the raft in order to make room for themselves.

The lifeboat at the stern was started down all right, with about as many in it as had been in the one at the bow. The flames and smoke were spreading aft rapidly, driven by the breeze as the steamer rushed full speed toward shore. Many of the passengers whose staterooms were astern had been cut off from the bow by the flames and smoke amidships, and, seeing that it would be only a matter of a short time when the fire would reach them they began to slide down the ropes that held the lifeboat as she was being lowered. In the number who reached the boat in this way was J. E. Stevens, the colored steward.

He noticed that the Nutmeg State was settling by the stern and fearing that the lifeboat would be awamped, he cut the falls when the boat was about four feet from the water. Down she went with a run, but the chances are that she would have struck squarely and remained unright had not the people in her become terrifled. They made such a fuss, however, that the boat was capsized and a struggle in the water, like that following the launching of the first boot ensued. Stavens said afterward that the boat was turned over three or four times. Finally he and other men got the people to cease struggling and hang on to the gunwales of the of the boat until they were res oued.

Two other life rafts had been launched in the meantime and some of those who had been crowded from the boats reached these rafts. There was still room for others and one of the passengers, P. J. Hurlburt, who was standing on the forward deck called the attention of some of those near him to the fact. While he was speaking, he heard a struggle behind him. Turning, he saw four men fighting for possession of a life preserver when there were twice as many as could be used to be had for picking them up

Hurlburt rushed in among the men, separated them and then asked how many of them could swim. They said ther all could and he finally persuaded them to jump from the vessel and swim to the rafts which they did. Meanwhile, three vessels had seen the smoke

from the Nutmeg State. One of them was the steamer City of Lawrence, Capt. P. H. Beebe, on her way to New York. One of the crew of the Lawrence said that the Nutmer State must have been fifteen miles ahead when the smoke was first seen. Another of the eraft was T. Rogers Maxwell's steam yacht Kismet, bound for the yacht race, and the third was the tug William F. Reed, which had put out from Glas Cove. The Reed was the first to reach the burning vessel. She ran up alongside the Nutmeg State and remained by her until the vessel was beached and the last one had left her. It was largely due to this fact that so many persons were saved. When the City of Lawrence got near the Nutmeg State, Capt. Books sent off two lifeboats which begas